AG Frankfurt Airport Services Worldwide,, India Development Fund, 5. M/s Pan India Paryatan Limited, TAV Investment Construction and Operation Corporation, Ganjan Trading Co. Private Limited, 6. M/s GVK Industries Limited, Airports Company of South Africa Limited (ACSA), Old Mutual Life Assurance Company (South Africa) Limited, The Bidvest Group Limited, 7. M/s DLF Universal Limited, Malaysia Airport Holdings Berhad, 8. M/s Reliance Airport Developers Private Limited, Reliance Energy Limited, VINCI Airports and 9. M/s D.S. Construction Limited, Flughafen Munchen Gmbh, Germany, John Laing International Limited, UK, Apollo Enterprises Limited UK, Ebony Retail Holdings Limited.

The criteria required for prospective bidders were: (i) Combined networth of prime members should be more than Rs. five billion, (ii) Nomination of lead member of consortium and statement of legal capacity, (iii) Entities can participate in only one consortium for the same airport, (iv) Presence of an airport operator in consortium, (v) Ownership by Indian scheduled airlines and their group entities not exceeding 10% (vi) Foreign ownership not exceeding 49%, (vii) Suitable probity and security statements (viii) Expression of Interest (EoI) fees.

(d) and (e) The application of the consortia M/s Videocon International Ltd., Methven Corporation Pty. Ltd.' was rejected because there was no Airport operator entity in this consortium.

Fee on air passengers

2794. SHRI TARIQ ANWAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that there is a proposal to levy fee on the passengers passing through Indian airports;

(b) if so, the details thereof; and

(c) the manner in which the money collected will be utilized?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) Under the Airports Authority of India (Amendment) Act, 2003, there is a provision to empower the Airports Authority of India by the Central Government to levy development fees at airports for the purposes of (a) funding or financing the costs of upgradation,

expansion or development of the airport at which the fee is collected; or (c) investment in the equity in respect of the shares to be subscribed by the Authority in companies engaged in establishing, owning, developing, operating or maintaining a private airport in lieu of the airport at which the fee is collected or advancement loans to such companies or other persons engaged in such activities.

The rules namely Airports Authority of India (Development Fee) Rules are under process of formulation through inter-ministrial consultations.

Non-traffic revenue of AAI

2795. DR. ALLADI P. RAJKUMAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the non-traffic revenue of Airports Authority of India at Indira Gandhi Airport comprising of income from duty free zone accounts for only 22 per cent of its earlier revenue;

(b) if so, the reasons for this low percentage;

(c) whether it is also a fact that in other foreign cities like Singapore etc., it is as high as 70 per cent; and

(d) what are the steps proposed by Government to enhance this percentage of non-traffic revenue?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) The non-traffic revenue at Indira Gandhi International Airport inclusive of duty free zone is 42.07% during the year 2004-05 (provisional).

(c) As per the statistics available from the 'Airports Council International' (ACI), the percentage of non-traffic revenue to the total revenue is in the range of 52% in the Asia Pacific region.

(d) Setting up of additional duty free shops and undertaking Ground Handling activities by Airports Authority of India are likely to result in increased percentage of non-traffic revenue. The IGI airport is also being restructured through Joint Venture route with private sector participation the process for which is in an advanced stage. The Joint Venture Company to which the airport is proposed to be transferred will be expected to